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The China Mail.

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No. 11,944

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HONGKONG, THURSDAY, JUNE 27, 1901.

日二十月五年丑辛

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Engineers, Shipbuilders and Storekeepers.

OFFICES: 60 and 62 DES VŒUX ROAD.
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Steam and Centrifugal Pumps for Every Service.
20th Century Forges (the most Perfectly Constructed Forges on the Market).
Ship's Telegraphs to suit any Class of Vessel.
Engineer's Combined Pipe Cutters and Wrenches.
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Champion Screw Drivers, with Patent Non-Slipping Handles.
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Star Hack Saws and Blades.
And Engineer's Tools of Every Description.
Paints, Oils, Packings, Etc., Etc., always in Stock ready for immediate delivery.

THE Peak Hotel.

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HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK,
near the TRAM TERMINUS. TELEPHONE 56.
For Terms,
Apply to the MANAGER. 741

Wanted.

WANTED.

BY an Englishman, an AURY FURNISHED BEDROOM, with Board, Plain in a quiet European House. State Terms, which must be Moderate.
Apply to 'COXWELL',
Care of 'CHINA MAIL' Office.
Hongkong, June 18, 1901. 1281

WANTED.

A CHINESE CLERK, must Read and Write English and Chinese. Apply, stating Experience and Salary expected, with References, to
The Manager,
'CHINA MAIL' Office.

WANTED.

A Well Qualified CLERK, accustomed to Transacting in Chinese. Good Salary will be paid to competent man.
Apply to 'Y. Z.',
Care of KELLY & WALES, LTD.
Hongkong, June 24, 1901. 1320

WANTED.

AN OVERSEER.
Apply by Letter to
THE SECRETARY,
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, June 24, 1901. 1319

WANTED.

A EUROPEAN QUARTER-MASTER to superintend the Coxswain of the 'Star' Ferry Boats. Must be strictly sober and accustomed to work with Chinese. Apply by letter only, with testimonials, to
THE SECRETARY,
'Star' Ferry Company, LTD.
Hongkong, June 25, 1901. 1323

NOTICE.

THIRTY EIGHT Highly Trained Carrier Pigeons. FOR SALE. Also Ten Training BASKETS.
Apply, Stating Price offered.
COMMANDER,
NAVAL YARD.
Hongkong, June 22, 1901. 1305

NOTICE.

WE, the undersigned, have this day been Appointed Agents by Messrs T. M. STEVENS & CO., of Portland, ORE., for the Sale of WEINHARD'S BRANDS of AMERICAN BEER in Hongkong.
DUPONT & POLLOCK
Hongkong, April 16, 1901. 845

FOUND.

ON the Pokfulam Conduit Road, a SILVER CIGARETTE CASE. Owner can have same, on paying cost of this advertisement, by applying to the Office of JONAS D. HUNTER & SONS, 33 and 40, Queen's Road Central.
Hongkong, June 26, 1901. 1524

To Let.

TO LET.

A HOUSE in RITON TERRACE, HOUSES at LEIGHTON HILL, 'FAIRVIEW', KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, June 26, 1901. 1331

TO LET.

TWO very spacious and well ventilated TWO-STORIED EUROPEAN RESIDENCES, with Gardens and Tennis Lawns, each containing 4 Rooms, Bathrooms and Outbuildings, in MACDONNELL ROAD, or Inland Lot No. 1,509.
Apply to
TANG LAP TING,
No. 18, Queen Street, Hongkong,
or to
MOK MAN CHEUNG,
Butterfield & Swire.
Hongkong, March 20, 1901. 634

TO LET.

POSSESSION April 1st.
1. STEWART TERRACE.
Apply to J. W. NOBLE.
Hongkong, March 6, 1901. 510

TO LET.

BARROW TERRACE, 16 HOUSES, being occupied by Indian Soldiers. Possession contracted for Next DUTYAR HOUSE, known as Officers' Mess, from 1st October.
Apply to
PUN HUNG,
85, Queen's Road Central.
Hongkong, June 22, 1901. 1312

TO LET.

BEDROOM, (with Board) in Good Locality, Bathrooms, attendances, etc.
Apply, 'X.N.X.',
'CHINA MAIL' Office.
Hongkong, June 12, 1901. 1241

榮 CHEE WING & Co. 我

25 & 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.
Suitable for
SHOPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 20, 1900. 1227

FOR SALE
FOUR STEAM LAUNCHES, Strongly Built and Fast. Respective Lengths, 132 ft., 105 ft., 99 ft., and 59 ft.
1890.
TWO STERN-WHEEL SHALLOW DRAFT STEAMERS, 100 ft., and 120 ft. For Particulars further particulars apply to
THE TIN HING CO.,
87, Queen's Road East, Hongkong.
Hongkong, May 31, 1901. 1101

FOR SALE
RURAL BUILDING LOT 103, BARRETT ROAD.
Apply to
HUMPHREYS, DEANE & FINANCE CO., LTD.
Hongkong, January 30, 1901. 237

B. J. BARLOW,
CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR.

PLANS and Specifications supplied for an Class of 100 ft. Steaming Work, Marine Work, especially Design prepared for Small Coast Steamers. Light Draught Vessels, Designing, Rigging, Launches and Boats of any Class or for Special requirements. New and Repair Work supervised. Contractor for the Supply and erection of any Type of Machinery.
Telegrams: 'BARLOW' Hongkong.
Telephone No. 74.
P. O. Box No. 40.
B. J. BARLOW,
Office 8, Queen's Road Central.
Hongkong, June 11, 1901. 1239

The Robinson Piano Co., Ltd.

Best Value in

PIANOS.

Monthly Payment System.
TUNING.
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Our Speciality:
INSTRUMENTS.
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Grand Stock reduced to Clear.

'KIRIN.'

A Delicate
Lager.

THE CELEBRATED BEER OF JAPAN.

QUARTS, \$2.50 per dozen.
PINTS, \$1.75 do.

W. HUTTON POTTS,

Sole Agent for Hongkong.

NOTICE.

WE, the undersigned, beg to notify the Public and Shipping Community that we have just received a Large Stock of ENGLISH LAGER PILSENER in Cases of 6 dozen Pints for \$14 and \$2.50 per dozen, for which we have been appointed Sole Agents by the WHEATBRAIN LAGER COMPANY, LIMITED.
This Beer speaks for itself.
RITCHIE & CO.,
No. 39, Des Vœux Road.
Hongkong, June 26, 1901. 1328

Why:



A cup of Bovril, so readily prepared, is the best stimulant that can be had—refreshing, nourishing and strengthening. It promotes and sustains energy.



To be obtained at all Grocers, Chemists, Hotels, &c., throughout Hongkong, China and Japan.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

4, PRAY'S CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



Without doubt this is the Finest Blend of TEA, at the price, to be had in China.

LANE, CRAWFORD & Co.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED FOOCHOW TEA.

PRICES.

Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50 Per 5 Catty Box, \$10.00

THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULAE.

SOMERVILLE'S-EXPORT AND 'GLENDOUR' WHISKIES.
PORTSOY HIGHLAND WHISKY (PURE MALT).
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VICTORIA DISPENSARY.

DAKIN'S IODISED SARSAPARILLA
THE BEST BLOOD PURIFIER.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE SALINE APERTIENT.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY.

VICTORIA DISPENSARY,
QUEEN'S ROAD.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS.

TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland, devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.

PURE AND MILD.

Sole Importers,
F. BLACKHEAD & Co.

THE MUTUAL STORES,

WINE AND SPIRIT MERCHANTS.

8 and 10 D'ARQUER STREET.

SOLE AGENTS FOR

O'BRIEN'S 'DAGGER' BRAND GENUINE GUINNESS STOUT.

BOTTLED at DOZENS.

Price \$2.50 per Dozen.

Quarantine \$3.90 per Dozen.

Hongkong, January 10, 1901. 1709

FOR SALE.

JOHN GRAHAM'S Choice 'FIVE CROWN' PORT, Nipponese or Commodore in the East.

G. C. ANDERSON,

8, Des Vœux Road.

Hongkong, June 14, 1901. 1204

Business Notices.

SCHLITZ BEER.

WHOLE-SOME.

LIGHT,

TONIC, AND

REFRESHING.

SOLE AGENTS:

WATKINS, LIMITED,

60, QUEEN'S ROAD CENTRAL.

GREEN ISLAND CEMENT CO., LTD. Portland Cement.

In casks of 375 lbs net \$5.50 per cask, ex Factory.
In bags of 250 lbs net \$3.30 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL AGENTS.

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GOODS OF ALL DESCRIPTIONS—PLATES, PAPERS AND CHEMICALS.

EASTMAN'S

KODAKS, FILMS & ACCESSORIES.

DEVELOPING & PRINTING UNDERTAKEN.

PROFESSIONAL AND AMATEUR PHOTOGRAPHERS SHOULD KNOW THAT WE SPECIALIZE

Southern Markets of China,

AND THAT THE LARGE AMOUNT OF PHOTOGRAPHIC GOODS WE HANDLE ALWAYS ENABLE US TO KEEP A FRESH STOCK.

ACHEE & CO.,

17A QUEEN'S ROAD, CENTRAL. Few Doors East of the HONGKONG HOTEL.

CHAS. HEIDSIECK'S CHAMPAGNES:

WHITE SEAL (1898 VINTAGE).

CACHET IMPERIAL (Extra Dry; Gout Americain)

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

PATENT PORTABLE PIANOS.

2 FEET HIGH, 5 OCTAVES.

SPECIALLY SUITABLE FOR SMALL SALOONS AND LAUNCH PICNICS.

FOR SALE OR HIRE.

LANE, CRAWFORD & CO.,

MUSICAL DEPARTMENT.

JUST UNPACKED.

LADIES', GENTLEMEN'S AND CHILDREN'S BOOTS AND SHOES, FANCY SILK AND COTTON BLOUSES AND SHIRTS, WHITE AND COLOURED SILK PARASOLS, FANCY LACES AND DRESS TRIMMINGS, Etc.

W. POWELL & CO.,

43, QUEEN'S ROAD CENTRAL.



KUPPER PILSENER BEER.

THE LEADING BEER ON THE MARKET.

HAS REACHED ITS PRESENT STATE OF POPULARITY OWING ENTIRELY TO ITS SUPERIOR HIGH STANDARD AND OF COURSE BEING ALWAYS BRIGHT AND SPARKLING AND ABSOLUTELY FREE FROM SEDIMENT.

SOLE AGENTS

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, June 27, 1901.

RECREATION NOTES.

There is not much in the way of local sport just now to interest the general public. As a matter of fact, most of us, except a few tennis enthusiasts, are chiefly employed in the difficult occupations of keeping cool and evading the plague—both exciting enough in a way. Swimming is the form of out-door sport that appeals most strongly to us at the present time, and I am pleased to see the V.R.C. enclosure at Kowloon filled nightly by swimmers. The V.R.C. may not have the charm and convenience of the old days, but the refreshing trip across the Harbour in the cool of the afternoon and the cooling dip in the briny and a succulent squash (or something stronger) thereafter are quite enough to appeal to us without lamenting over "the good old days." When you can't have the whole earth, it is tranquillizing to be content with what you can get. This seems to be the opinion of the majority of the V.R.C. members. The new premises are becoming so popular that the members will be reluctant to return to this side when they get their new "fine and large" Clubhouse.

Writing of the V.R.C. suggests water polo. Water Polo caught on like measles as soon as it was introduced into the Colony, and the V.R.C. members are now such adepts at the game that I believe they could hold their own and more with the international teams at home. This is saying a good deal, but I mean it. The Aves family is the backbone—forgive the expression—of the team; and I verily believe that they could get together a seven to beat any other combination in the Colony. Be that as it may, and I throw out the suggestion for what it is worth, it is a testimony of the prowess of the V.R.C. polo team that the military and naval members of the Water Polo Club refused point-blank to enter teams for the Shield Competition unless the V.R.C. agreed to enter three teams of equal merit. This was a rather stiff stipulation, but rather than that the competition should collapse the V.R.C. representative agreed, and the Club is now busy training a number of young players in the fine points of the game. To this end, a series of matches have been played this week—there is another to-night—and I hear that the Field Battery propose to play the pick of the Garrison on Monday next. If this match is arranged, it will produce some exciting play. The Garrison has some fine swimmers and good polo players, while the Field Battery will be able to put forward a very strong team.

All this is good for the game. The matches at Kowloon have not all ended in favour of the V.R.C., and with more practice together some of the military teams, especially the Artillery, should prove very formidable opponents in the competition. Two things have struck me as pleasant features of the practice games. These are the excellent temper displayed all round, and the readiness of the better players to teach the less skillful, whether on their own side or opposed to them. This is the true sporting spirit, and long may it continue.

"F.A.G." has been writing some glibly critical articles of the Kolo Regatta. In one of his paragraphs, he makes the following reference to Hongkong, quoting that fine all-round sport, A. C. Sim, as his authority:—"I remember my old friend Sim telling me thrilling tales of ancient Hongkong days, when the most dire and dark conspiracies were entered into with the object of winning races. He used to declare that he could always tell the man who was to be depended upon, by simply watching the means he took to win. One man of whom he spoke as capable of any unbusiness or trick in athletics came to sad success in later years, as he attempted to get wealthy by a trick and was sentenced to several years' imprisonment. But quite apart from serious malpractices, sports do quench terribly about very small matters. Even the sampanmen who took part in one of the events at the Regatta adjourned round the corner to have a fight when the race was decided. Why is it?"

From polo and roving, to golf is a rather violent transition, but as no column of sporting news is complete nowadays without a golf story I make no apology for the following article "The Tyranny of the Caddie" (the caddie, I may explain to the uninitiated, is, I believe, the gentleman who obliges you by carrying your clubs round the links).—"The Earl of Wessex, the originator of the Elcho Shield, was on a golf course not long ago, accompanied by an old caddie. His lordship got his ball on one occasion so near the hole that to play it was, so it appeared to him, superfluous. So he simply tipped it in off the toe of his boot. The caddie revealed instantly, threw down the clubs, and looked horrified. When he found words to speak it was to say, "Dammit, na lord, gowd's golf!"

Yorkshire, I believe, is going strong again for the English County Cricket Championship, having, according to the latest telegrams, won the first eight matches on their card. This county won last year without having lost a match, an honour which they shared with Lancashire till late in the season. Lincoln

to the belief that Yorkshire will win again, for no team seems to possess the resources of the Tykes or to be more capable of pulling off an apparently hopeless game. All of them can bat, most of them bowl, and their fielding is generally better than that of the University Eleven, and their striking a good deal. Then, again, in Lord Hawke they have probably the most experienced captain in England, not even excepting the Champion, W.G., himself.

Mr. C. McCalley (Esq.) heads the English batting average with an average of 160.25 for six innings (twice not out). His highest innings was 145 (not out). Abel (Esq.) is second with 73.60 for nine completed innings (highest, 111), and Hayward (Esq.) third, 72.60 (highest completed innings, 181). Rawlin heads the bowling with 16 wickets for 16.00, and Mead (Esq.) is second with 31 for 12.00.

A Member of the M.C.C. writes as follows about Captain E. G. Wynyard, who, though in his forty-first year, is claimed to be the finest cricketer in the Army. When Mr. A. R. Standen took a second team to Australia, he was extremely anxious that Captain Wynyard should go. The difficulty was the question of leave, and a very high military official was privately sounded on the subject. The answer was, "With his first half, if Captain Wynyard could show that it was of advantage to the Service that he should risk the sporting credit of Her Majesty's Army on his own good or bad luck as a batsman, he would be given special consideration." Though he could not go to the Antipodes, he is the only soldier who has ever played in a test match. He is also an old international, and once held the world's championship for batsmanship. So perhaps he is the finest sportsman in the grand list of distinguished Old Englishmen. On the Phoenix ground, the record score had been made by a certain 235 compiled by that fine Irish bat Mr. D. N. Trotter. Captain Wynyard, however, lying about him freely, had scored 235 without the shock of a chance. Among the wily fieldsmen was Mr. Trotter, a cricketer who really never had hauled in a match at all. To the astonishment of his captain, he asked to be put on as the final chance of preserving the record. With his first ball he bowled the redoubtable Englishman, to his own huge delight!

SPECTATOR.

STRANGE INCIDENT AT SEA.

Japanese Steamer Fired Upon. The Nippon Yusen Kaisha's steamer *Tokugawa-maru*, which arrived at Nagasaki on the 10th inst from Chefoo, appears to have had a narrow escape from destruction, as she was fired on by a British warship outside the island of Linking. The mail steamer left Chefoo at 3 p.m. on the 12th inst for Japan, and at about 6.30 o'clock that afternoon, when she was running on a course from Eddy Island to a point two miles off the Shantung promontory, two British warships, the cruiser *Terryle* and the battleship *Cherry*, supposed to have been engaged in gun practice, "made" their appearance off Weihaiwei. A distance of about seven miles separated the Japanese steamer from the two warships. One of the passengers who was watching through his glasses the movements of the British vessels remarked that the battleship was preparing to fire. Shortly after this a shot fell into the water at a distance of 200 yards from the steamer on her starboard side. The steamer proceeded on her way, but one of the British passengers advised the vessel to display the ship's flag in order to show the nationality of the vessel. This advice, however, was not followed. The vessel had covered another three miles when the passenger, who was watching through his glasses, stated that the battleship was now preparing to fire. This time the huge shot came much closer, and fell about one hundred yards from the steamer. The second shot caused much consternation among the passengers, who beheaded the captain to heaven and shot his colours. This captain did by hoisting a large Japanese flag on the main topmast. This flag was seen by the warships, which then disappeared from the scene, and the Japanese steamer resumed her journey—*Nagasaki Press*.

LATE TELEGRAMS.

Plague and Smallpox in Australia.

Brisbane, June 2.—Another case of bubonic plague is reported, the patient being a Chinaman named Mao Lee, residing in Fortitude Road, Brisbane.

June 3.—The child named Clifford who was recently reported to be plague-stricken died in Brisbane last night.

Sydney, June 1.—Eight fresh cases and several suspicious cases of smallpox have been reported in Sydney.

June 3.—Three more cases of smallpox were reported to-day amongst the quarantined passengers of the *Ormeau*.

A case also reported to have occurred at New Shore, Sydney.

Melbourne, June 1.—Two fresh and four suspected cases of smallpox have occurred amongst the quarantined passengers of the *Ormeau*.

Sydney, June 3.—Five fresh cases of smallpox were reported in Sydney yesterday amongst the quarantined passengers of the *Ormeau*.

June 6.—Three more cases of smallpox have been reported from the quarantine station in Sydney, and also one death.

Perth, June 2.—A case of smallpox is reported in Perth, the patient being a vagabond constable named Hughes, who was recently discharged from the Army.

An Elopement. London, June 3.—It is reported from Spain that Espana, a Mexican girl, eloped with Maria Padilla, a beautiful girl, both were arrested in Madrid, the priest having in his possession £12,000 belonging to the elopement.

Flies in New Zealand. Wellington, June 1.—It is reported that twenty-three buildings were destroyed by fire in Wellington on Thursday morning. The fire broke out during the sale of wind and quickly spread. The loss exceeds £10,000.

Auckland, June 1.—Last night the Grand Hotel, Auckland, where it was intended the Duke of York should stay during his visit to the city, was burnt to the ground. The fire broke out at 11.15, and the Duke, who was in the hotel, escaped, but his three little daughters were killed. The Duke's man, who was in the hotel, escaped, but his three little daughters were killed. The Duke's man, who was in the hotel, escaped, but his three little daughters were killed.

PLAQUE PRECAUTIONS.

Dr Clark makes suggestions.

Dr Clark is again to the front with new suggestions for the prevention of plague. In a document submitted to the meeting of the Sanitary Board to-day he expresses the opinion that callings and wooden skirting boards are objectionable as affording rat-holes, and facilities for the accumulation of filth.

He suggests therefore that warning be circulated in the Chinese and European press to the effect that the Sanitary Board strongly recommended that skirtings should be dispensed with wherever possible in offices and dwellings on the lower levels, and the exposed beams blue-washed or painted. Skirtings should be of cement. All rat-holes in walls or floors should be at once stopped up. All gratings to drain inlets should be, wherever possible, securely fastened, and broken ones replaced without delay. No discarded food should be allowed to lie about in kitchens or yards. All drains and drain inlets, etc., should be flushed daily with a bucket of clean water. Coddie quarters should be regularly inspected and strict cleanliness enforced. Dr Clark points out in regard to this last suggestion that the coddie quarters of many of the offices and dwellings on the lower levels were allowed to get into a most filthy condition, owing in part to the fact that they were often used by the servants of the general public, and in part to the fact that the coddie quarters were not properly cleaned.

Dr Clark also suggests that the coddie quarters should be regularly inspected and strict cleanliness enforced. Dr Clark points out in regard to this last suggestion that the coddie quarters of many of the offices and dwellings on the lower levels were allowed to get into a most filthy condition, owing in part to the fact that they were often used by the servants of the general public, and in part to the fact that the coddie quarters were not properly cleaned.

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Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Auctioneers, Messrs. H. C. W. HISMARCK & CO., to sell by Public Auction, on

at 2.30 p.m. at No. 17, Des Voeux Road, above the Office of the P. & O. S. N. Co.,

SUNDAY OFFICE FURNITURE, comprising—

TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATUARY CASES, COFFERS, ONE LARGE COPYING PRESS AND STAND, BO K RACKS, &c., &c.

Also: ONE REMINGTON AND ONE HAMMOND TYPEWRITERS AND ONE LARGE IRON SAFE, by Phillips & Sons, London.

And: A QUANTITY OF COMMERCIAL COPIES. Terms—As Usual. The above are now on view.

HUGHES & ROUGH, Government Auctioneers. Hongkong, June 26, 1901. 1327

Intimations.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

INCORPORATED 21st DECEMBER, 1900, WITH A CAPITAL OF £100,000 IN SHARES OF £1 EACH.

NOTICE is hereby given that the CHINESE BANK OF INDIA, AUSTRALIA AND CHINA is authorized by the CHINESE GOVERNMENT AND MEXICO COMPANY, LTD. (herein called the New Company) to issue to the holders of Shares in the Chinese Engineering and Mining Company (herein called the Old Company) provisional certificates for the Full Paid-up Shares of £1 each in the Capital of the New Company to which the Shareholders in the Old Company are entitled under an Agreement dated the 30th July, 1900.

Shareholders in the Old Company are entitled to receive 25 Full Paid-up Shares of £1 each in the New Company for every Share of 100 Tausen Tels in the Old Company, and they are requested to Lodge their Certificates at the Office of the said Bank either in SHANGHAI, HONGKONG or TIENTSIN, during BANCING hours on or as follows:—(1) BANCING hours of the said Bank, on the 2nd and 3rd July 1901 to enable the New Certificates to be made out. The issue of Shares in the New Company will be made in Certificates of 5, 10, 25 and 100 Shares of £1 each and Shareholders in the Old Company are requested to intimate on sending in their old Certificates the denominations required.

In the absence of instructions to the contrary Certificates will be made out for 25 Shares each. The bearer of a Share Certificate in the Old Company will be regarded as the person entitled to the Share represented thereby.

Further information may be obtained from the said Bank or from Messrs. DUNN, MONROE AND WILSON, of Shanghai Legal advisors to the Company.

Hongkong, June 22, 1901. 1309

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and PORTUGUESE GUITARRA. Apply to: ROBINSON PIANO Co., Ltd. Hongkong, November 8, 1900. 1253

PROFESSIONAL NOTICE.

DENTON E. PETERSON, D.D.S., 2 VICTORIA TERRACE, TIENTSIN, NORTH CHINA. OUTPATIENTS VISITED AS USUAL. Hongkong, May 14, 1901. 1628

SINGING, PIANO, MANDOLINE, BANJO, &c.

SIGNOR CATTANEO has RESUMED TUITION. TERMS: ... \$10 per Month. (Two Lessons per Week). Care of ROBINSON PIANO Co. Hongkong, April 22, 1901. 864

NOTICE.

TENDERS are hereby called for the erection of BRICK SHOPS at JESSILTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO., Agents. Hongkong, February 13, 1901. 349

PEAK CLUB.

THE BAND of the SECOND BATTALION ROYAL Welch Fusiliers will play on SATURDAY, the 29th Inst., instead of Saturday, the 22nd Inst., as previously notified.

OSWALD D. THOMSON, Hon. Secretary. Hongkong, June 10, 1901. 1287

NOW ON SALE.

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Shipping.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship **ROSSETTA MARU**, 3,411 Tons Gross, Captain N. TAIT, will be despatched for the above Port on FRIDAY, the 28th Instant, at 4 p.m.

This Mail Steamer is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Duolier and Stewards are carried.

Return Tickets issued by this Company are available for return by Steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA, Manager.

Hongkong, June 22, 1901.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR ANPING, VIA SWATOW AND AMOY.

THE Company's Steamship **MAIDZURU MARU**, Captain K. SUNDZU, will be despatched for the above Ports on SATURDAY, the 29th June.

For Freight and Passage, apply to
MITSUI BUSSAN KAISHA, Agents.

Hongkong, June 26, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship **LOONGMOON**, Captain SCHULTZ, will be despatched for the above Port on MONDAY, the 1st July, at 3 p.m.

This Steamer has superior Accommodation for First and Second-Class Passengers.

For Freight or Passage, apply to
SIEMSEN & Co., Agents.

Hongkong, June 26, 1901.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship **ANNAM**, Captain SELLIER, will be despatched for the above Ports on or about TUESDAY, the 2nd July.

For Freight or Passage, apply to
G. de CHAMPEAUX, Agent.

Hongkong, June 26, 1901.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship **ANPING MARU**, Captain S. ANSON, will be despatched for the above Ports on WEDNESDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA, Agents.

Hongkong, June 19, 1901.

PORTLAND AND ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OCEANIC RAILWAY AND NAVIGATION CO., operating the "New First-Class Steamer" **INDRABUDDHA**, a fine ship, between HONGKONG, PORTLAND, (OR), GILKING and HAI, NAGASAKI, YOKOHAMA, MOJI, KOBE and THE Star.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central, Union Pacific, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, June 13, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship **GLENESK**, Captain J. RAFFERTY, will be despatched for the above Ports on the 11th July.

For Freight or Passage, apply to
MCGREGOR, BROS. & GOW, Agents.

Hongkong, June 18, 1901.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship **ARARA**, Captain WILLIAMSON, will be despatched for the above Port on or about 1st August, 1901.

For Freight, apply to
SHEWAN, TOMES & Co., Agents.

Hongkong, June 13, 1901.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named—

FOR	STEAMSHIP	CAPTAIN	DATE
LONDON	Japan	C. C. TALBOT, R.N.R.	About 28th June.
SHANGHAI	Malacca	E. G. ANDREWS	About 28th June.
SHANGHAI	Bengal	S. BARNES	About 5th July.
LONDON	China	C. L. DANIEL	Next, 8th July.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to
H. A. RITCHIE, Superintendant.

P. & O. S. N. Co.'s Office, Hongkong, June 25, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship **OLENGARRY**, Captain J. S. STEVENSON, will be despatched for the above Port on SATURDAY, the 29th June.

For Freight or Passage, apply to
MCGREGOR, BROS. & SON.

Hongkong, May 29, 1901.

THE OSAKA SHOSSEN KAISHA, LTD.

FOR TAMSUI, VIA SWATOW AND AMOY.

THE Company's Steamship **DAIGI MARU**, Captain K. SONAJIMA, will be despatched for the above Ports on SUNDAY, the 30th Inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, June 24, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, July 4, at Noon.
Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, July 30, at Noon.
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, August 24, at Noon.

THE Twin-Screw S. S. **AMERICA MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, and will be despatched for the above Ports on SATURDAY, the 30th Inst.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

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Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING	DATE	TIME
SATURDAY	13th July	at Noon
TUESDAY	23rd July	at Noon
TUESDAY	30th August	at Noon
THURSDAY	13th Aug.	at Noon

THE P. M. Company's Steamship **CITY OF PEKING** will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

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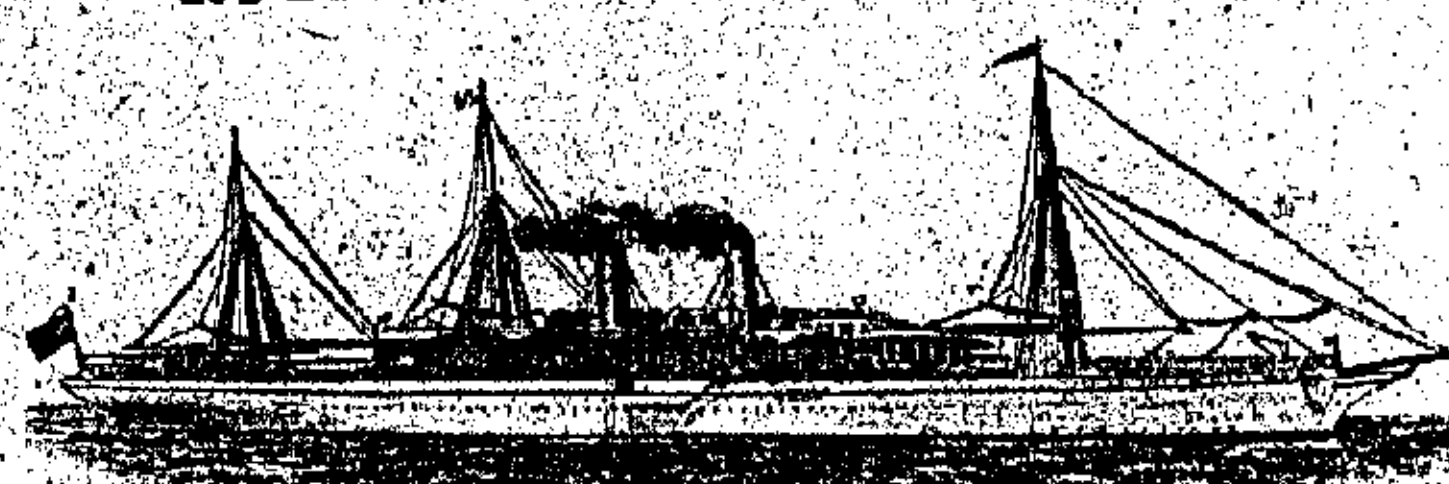
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GEORGE ECKLEY, Acting Agent.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Callings SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

STEAMSHIP	DATE	TIME
EMPEROR OF JAPAN	Wednesday, 17th July 1901	at Noon
EMPEROR OF CHINA	Wednesday, 24th July 1901	at Noon
EMPEROR OF INDIA	Wednesday, 31st July 1901	at Noon

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICTORIA (B.C.) in 23 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL, LIMTED, TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers booked through to all principal points and AROUND THE WORLD.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamers "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows—

"TARTAR" ... 4,425 Tons. ... (Callings at MOJI, KOBE and YOKOHAMA) ...

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 15 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent, 1112 FEDDER STREET.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Duke of York	3821	J. S. Cox	June 28
Queen Adelaide	2832	F. McNair	July 5
Olympic	2837	J. Truebridge	July 12
Genoa	3750	W. Frakes	July 26

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table, Duolier and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental train day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £25.

The best route to the Klondike Gold Fields. Frequent sailings from Victoria, Tacoma to Dyea and Se. Michael.

Rates of Passage to other points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to
Dodwell & Co., Limited, General Agents.

Hongkong, June 27, 1901.

OCEAN STEAMSHIP COMPANY